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LAKE CARRIERS' ASSOCIATION.

To consider and take action upon all general questions relating to the navigation and carrying business of the Great Lakes, maintain necessary shipping offices and in general to protect the common interests of Lake Carriers, and improve the character of the service rendered to the public.

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A LUMBER CARRIERS' ASSOCIATION.

Steps are being taken to form an association of lumber carriers. Very few owners of that class of vessels are members of the Lake Carriers. The following circular letter is being sent to owners of small vessels by a Michigan owner, who has a large number of vessels engaged in the lumber trade.

"The lumber carriers for several years past have been running at ruinously low rates on account of the strong competiton of the vessel owners themselves. I think this could be easily overcome, providing enough of the owners would get together and form a lumber carrying association and fix a minimum rate of freight, whereby it would show a reasonable return on the investment; and also attempt to remedy some of the many evils which we are subjected to. I have talked to a number of owners lately, and am satisfied that most owners would be glad to do something for mutual benefit, and would suggest that Detroit be made the place of meeting at an early date.

"I could enumerate a number of plans to work on, but I do not think it advisable at this time; but would be very glad to receive any suggestions that you might offer.

"I am almost positive that all the lumber tonnage of the St. Clair river will enter into this move. I could go further and say that I could enumerate the names of eight or ten tows trading to Lake Superior that could alone establish a rate and maintain it if they would only do so, but the object I think, should be to establish the rate from other ports and get every owner to join.

"Your prompt reply is quite essential, in order that we may get together at as early a date as is possible."

While there are a number of fleets owned by mill men, who get out, cut, ship and sell their own lumber, yet, there is no reason why the general carrying trade should not get together and form an association with the object of keeping down excessive charges, and maintaining fair living rates of freight in the lumber carrying trade.

INFERIOR DRY DOCK WORK.

Secretary Long to-day ordered the trial by court-martial of Civil Engineer A. G. Menocal on charges of culpable inefficiency in the performance of duty growing out of the faulty work on the New York dry dock, executed while the officer was the chief inspector. The court has not yet been selected, but it will meet in the New York navy yard March 7, by which date Mr. Menocal will have returned to the United States from Nicaragua and have had time to prepare his defense. Whether or not other officers or persons will be tried will depend upon the disclosures in the court-martial.

NOT DUTIABLE.

The board of general appraisers of customs at New York has sustained the decision of Attorney-General McKenna as to section 22 of the Dingley bill, imposing a discriminating duty of 10 per cent. on goods imported in bond through contiguous territory to the United States. The attorney-general held that this additional duty should not be imposed on such goods.

The particular case decided by the board was appealed from the collector of customs at Sault Ste. Marie, who imposed the duty on a case of German china entered at New York and transported across Canada to the Michigan port.

It is stated that the case will not be appealed to the courts, inasmuch as the department has the opinion of the attorney-general in line with the decision.

BOARD OF SUPERVISING INSPECTORS OF STEAMBOATS.

A Washington special states as follows: Action taken by the United States board of supervising inspectors of steam vessels, now in annual session, will be of especial interest to vesselmen on the Great Lakes. In the consideration of a request from marine interests to take steps to reduce to a minimum the danger of collision, the board decided that most disasters of that character were caused by the eagerness of masters and pilots to reach their destination on schedule time despite fogs and mists. In other words, they expressed the belief that if more caution was exercised there would be fewer collisions, and they decided not to modify existing regulations in this particular respect.

The board determined to promulgate the rule that hereafter if a master or pilot desired a re-issue in his license he will have to stand re-examination. The board will also place in the hands of all masters and pilots a copy of the regulations governing their duties and rights.

A HARBOR OF REFUGE.

Canal Superintendent Dier and staff have been engaged during the past week in running lines and taking soundings of the upper portion of this bay for a harbor of refuge, which the government contemplates building at the bay entrance to the ship canal, says the Sturgeon Bay Advocate. The soundings were taken from the north end of the canal to a point about 1,000 feet below the Angle light. From the center of the channel the soundings are taken transversely on either side for 250 feet, making a channel 500 feet wide. It is the intention of the government to excavate a slip that wide on either side of the bay, the whole to be inclosed with a dock or revetment. The slip will form a harbor of refuge for weather and stormbound vessels to lie at instead of stopping farther down the bay. The benefits to be derived from a harbor of this kind are fully apparent to those familiar with the hydrography of this waterway. When completed the dock line will be over a mile long on either side, giving an abundance of room for moorings.

LAUNCH OF THE JAPANESE WAR VESSEL CHITOSE.

The Union Iron Works, San Francisco, Cal., received information in the spring of 1895 that the Japanese government was inclined to place an order with the United States for some ships to increase her navy. Mr. Irving M. Scott, representing the company, went to Japan to present the claims of San Francisco as a shipbuilding point, and there met Count Ito, Prime Minister of Japan, and Count Saigo, Minister of Marine of the Imperial Japanese government, and presented the facts regarding the facilities, etc., existing in San Francisco.

February 28, 1896, Mr. George W. Dickie and his son sailed for Japan, as the technical expert of the Union Iron Works, to present to Capt. Sassoo, Chief of the Naval Constructors, proof of ability to design and complete any ship the Japanese wanted.

June 25, 1896, Commander N. Miyaoko, Lieut. S. Takakura and Capt. S. Sakurai were appointed a commission by the Imperial Japanese government to examine and report upon the facilities and capacity of the Union Iron Works with regard to its ability to build the battleship.

Mr. H. T. Scott completed negotiations and signed the contract at Washington, D. C., on Dec. 31, 1896, Minister Toru Hoshi signing for the Imperial Japanese government.

Capt. S. Sakurai was appointed by the Imperial Japanese government as inspector of hulls and Y. Wadazakai as inspector of machinery.

The first piece of keel was laid on May 3, 1897.

The first rivet was driven on June 26, 1897, in the presence of the various consuls residing in San Francisco, and other distinguished guests.

The Chitose was successfully launched Jan. 22, 1898. She is a second-class unarmored protected cruiser to be a part of the Imperial Japanese navy. Her dimensions are: Length over all, 405 feet 2 inches; length load water line, 396 feet; length between perpendiculars, 376 feet 5 inches; breadth, molded, 49 feet; draught, normal, 17 feet 7½ inches; displacement, 4,760 tons; speed, 22½ knots; I. H. P., 15,500; engines, two set, 40—60—66—66—36; revolutions, 150; number of main boilers, 12.

Armament: Two 8-inch quick-firing guns; ten 4.7-inch quick-firing guns; twelve 12-pounder quick-firing guns; six 2½-pounder quick-firing guns; five 14-inch torpedo tubes.

GOVERNMENT STEAMBOAT INSPECTORS.

A Washington special says: Assistant Secretary Vanderlip has decided to require local inspectors of hulls and their assistants, and local inspectors of boilers and their assistants to pass a civil service eximination to test their fitness to hold the position they now occupy. This order, however, does not apply to those who were admitted to the service through competitive examinations under the civil service commission, or through special technical examinations under section 4415 of the Revised Statutes. The number of inspectors who come within this order is sixty-eight. In his letter to the civil service commission, Mr. Vanderlip says:

"The department requests this action by your commission as a precaution in the interest of commerce and the traveling public. The duties of persons holding such positions are very important, as the object of their labors is to prevent if possible accidents which might involve the loss of human life and of valuable property. The public has the right to know that persons who examine boilers and inspect the hulls of vessels are mentally and physically competent in every way to perform those duties. Persons may have served faithfully as engineers, boilermakers, masters, master shipbuilders and pilots, and still not have the requisite technical knowledge necessary to comprehend the boilers and hulls of modern construction. As the general public has the right to the assurance of the department that these men are technically qualified to perform their important duties, the head of the department himself must have that assurance from actual technical tests of fitness, and knowing positively that the officers referred to are competent beyond doubt to preform their duties."

NEWS AROUND THE LAKES.

CHICAGO.

Special Correspondence to The Marine Record.

The steamer Cormorant is receiving new deck beams, hatch coamings and spar deck at Green Bay.

Capt. John Prindiville chartered the steamer Lansing on Tuesday for clipped oats to Buffalo at 1¾ cents.

The Chicago Ship Building Co. have the steamer Merida in their dry dock receiving thirteen new bottom plates and several new frames.

It is rumored that John H. Crawford, the new manager of the Lackawanna line, will remove the headquarters of the company to Chicago.

John C. Nessen, of Manistee, has bought the steamer Charles Rietz and the barge John Mark, of the North Branch Lumber Company at Chicago.

At the annual meeting of the Goodrich Transportation Co., which was held at Milwaukee Tuesday, all the old officers and directors were re-elected.

John Dodd, of St. Ignace, the well known sub-marine diver, has gone to Reading, Cal., where he and several others are interested in gold mining.

A new officer has been detailed for this light-house district, according to the rules observed by the department. Commander Allibone will hereafter attend to all the aids of navigation included within the ninth district.

Mr. Geo. J. Harris, who recently resigned as agent of the Ogdensburg Transit Co., has been appointed general western agent of the Canada Atlantic Transit Co. with headquarters at Chicago.

The steamer City of Traverse, Capt. John M. Twitchell, arrived here Friday night from St. Joseph in tow of the tugs Morford and Protection. She had carried away her shoe when attempting to get out of St. Joseph the previous day.

Mr. J. J. Young, for many years cashier in the Chicago office of the Ogdensburg Transit Co., has been appointed Chicago agent of the company, vice Mr. G. J. Harris, resigned. Mr. J. B. Reichman succeeds Mr. Young as cashier.

The Goodrich Transportation Co.'s steamer Atlanta, Capt. Wm. Nicholson, which has received entire new stanchions, bulwarks and rail all around from the main deck up, at Burger & Burger's shipyard, Manitowoc, went into commission last week.

Negotiations are said to be pending which may result in sending the wooden steam barge John C. Spry to the Klondike, by way of the Welland canal and the straits. The proposition is to house her in and take a cargo of lumber to Alaska. Afterwards she will be put in the passenger and cargo trade from Seattle, northward.

Kling Brothers, boiler makers, are cutting the water bottom off and new legging the boiler of the steamer Kalkaska, which steamer is also to receive a new, high pressure cylinder, which will be shipped to Chicago by the Globe Iron Works, Cleveland, the builders of her engine. Engineer George A. Miller is here superintending the work.

Capt. John Prindiville has sold the steamer Santa Maria for a Marine City syndicate, her owners, to the Hines Lumber Co., Chicago; consideration, $45,000 and the steamer S. K. M rtin. The Santa Maria was built at Marine City in 1893 by John J. Hill. There is not a stronger or better built wooden boat on the lakes. She will carry 1,000,000 feet of lumber and tow three barges at a good rate of speed.

At the shipyard here a steamer is in dock for a new shoe and rudder, some new fantail and planks on stern. The shoe was furnished by Donaldson Brothers, shipsmiths; the schooner Golden Age is receiving entire new deck-beams and decks; the steamer Aurora is at the derrick receiving two new smokestacks and some repairs; the City of Duluth was in dock for a new blade on her wheel. The masts of the schooner Annie Thorne have been cut out, she was laying capsized just above North Halsted street bridge impeding navigation.

The following gentlemen connected with and representing various marine interests attended the convention of the Shipmasters' Association at Milwaukee last week: Captains John Jenks, C. H. Hubbard, Wm. W. Shaw, Frank B. Higgie, James A. Calbick, John G. Keith, George Tebo, James Ferguson, James Biron, Robt. E. Hills, D. C. Deegan, L. Windmuller, T. M. Sullivan, W. Green and John Warnock. They all express themselves as much pleased with the kind reception and entertainment accorded to them by the members of the Milwaukee lodge and their friends during their sojourn in that city.

The steamer City of Duluth, Capt. Donald Mac Lean, which left Chicago with a cargo of corn, flour and merchandise, and seventeen passengers, bound for St. Joseph, Wednesday afternoon, January 26th, stranded on the bar about 300 feet off the north pier at St. Joseph, Mich., Wednesday night, whilst attempting to enter that port in a heavy gale and snowstorm. The passengers and crew were rescued by the life-saving crew who were assisted by the steamer City of Traverse and many volunteers, by means of the breeches buoy, which brought all of them safe ashore, Capt. MacLean standing by the steamer until all were safely landed at five o'clock Thursday morning. The steamer was insured for $29,000 and her cargo for $10,000. Capt. Cyrus Sinclair, representing the underwriters, returned from St. Joseph, Tuesday. He reports that the Duluth commenced going to pieces about 10 a. m., Monday, and that by noon of that day she was entirely out of sight, the heavy gale from the northwest having broken her up. Before she went to pieces all the merchandise, excepting 361 sacks of flour, and her outfit was taken off by lighters, which were towed to and from the wrecked steamer by the Graham & Morton Transportation Co.'s tug Andy. The City of Duluth was built in 1874 and has been in the service of the Lake M. and L. S. Trans. Co. since 1879. Her tonnage was 1,310, length 202 feet, and 36 feet beam. She was built in Marine City, Mich. During last winter and the present winter the Graham & Morton Co. chartered her for the winter trade. Capt. MacLean, who has been in the employ of the owners of the City of Duluth twenty-three years, is a Scotchman. "Capt. MacLean is one of the best seamen on the chain of lakes," said General Freight and Passenger Agent Joseph Berolzheim of the Lake Michigan and Lake Superior Transportation Co. "We do not attribute the wreck in any sense to the action of the captain."

BUFFALO.

Special Correspondence to The Marine Record.

Considerable work is being done on the barges Ogarita and Wenona in the Ohio basin.

Among the vessels wintering at Black Rock are the schooners George G. Houghton, G. W. Johnson, Tpyo, Ishpeming, A. J. Rogers, Oliver Mitchell and steamer Saginaw Valley.

Commander T. F. Jewell, U. S. N., who has been in charge of the Buffalo office of the tenth light-house district, and who will be promoted on Feb. 1 to the grade of captain, will probably be assigned to the command of the U. S. S. Lancaster.

Whim Wham is the elegant and euphonious name of a 133-ton gas screw yacht just registered at this port. She was built in Jacksonville, Fla., and received her official number, 81,594, last week from the Bureau of Navigation, Treasury Department.

In addition to the removal of boilers from the Owego and Chemung, the Union Line is rebuilding the Tioga. She is now at the drydock and her wooden upper deck will be replaced with one of steel, and steel houses will also take the place of the wooden ones. She is also to be given pole spars. The Tioga was built in 1885 and her hull is still as good as new.

In addition to the steel tug for the Maytham line the Union Drydock Co. is building a seventy-foot steel tug for Hickler Bros., for use in connection with contract work at Sault Ste. Marie. The drydock is also being enlarged to 485 feet in length, and if no new shipbuilding contracts develop, the company will build another steamer like the Starrucca for the Union Line.

William Murphy has taken the contract for rebuilding the passenger steamer Shrewsbury to adapt her for St. Lawrence river service. When she leaves the yard she will be 44 inches narrower, which will permit of her passing through the various canal locks. The change and improvements will cost $10,000. The Shrewsbury will be ready for service in the spring.

An elevator manager, who is also a lake line manager, says that it appears to be understood that an arrangement of some sort must be made to save rates from going down to nothing, as they did some years ago, when the association found it necessary to make terms with independent floating elevators. It is at the same time said that the new rate will likely be considerably less than the old one of ⅞ of a cent a bushel. This is a concession demanded by the business.

DETROIT.

Special Correspondence to The Marine Record.

The suit brought by the owners of the steamer Florida, against the steamer George W. Roby, is now being heard at this port.

The German syndicate of Marine City has sold the steamer Santa Maria to the Hines Lumber Co., of Chicago, for $45,000 and the steamer S. K. Martin in trade. The Santa Maria was built by Hill, of Marine City, in 1894, and her net registered tonnage is 790. She will be put in the lumber trade.

A steel tug is building at Toledo for the Pacific coast. This tug is for use in the North Pacific, and Bering Sea. She will have a pair of compound condensing engines of 600 horse-power, and is to be delivered about May 20th. She will have a speed of twelve miles an hour.

The boiler makers and metal workers in one or two works at this port were on a strike for better pay. The union scale is 25 cents an hour for a nine-hour day, all overtime to be paid for at the rate of price and a half until 9 o'clock, and double price after that. The wages paid vary from $1.50 to $2.75 according to the skill of the workman. The trouble has just been settled.

Alex McVittie of the Detroit Drydock Company is figuring on a cargo steamer which will eclipse anything yet put upon the lakes. The proposed vessel is to be 500 by 50 feet and is designed to carry 7,500 tons on 17 feet draft. Mr. McVittie figures that such a vessel can carry ore at a profit on a freight of 50 cents from the head of Lake Superior.

The annual election of officers of nearly all of the transportation lines incorporated in the State of Michigan took place this week, and as there were few or no changes in the management of about thirty companies, last year's list, as published in the RECORD, will be practically accurate for the present year and coming season, and although there are several of the less important lines to meet yet, the same managers and directors are likely to be appointed.

Commander Folger, soon to be promoted to a captaincy, left for the east Monday, and this will probably be his final leave-taking of his post as inspector of the eleventh light-house district. For some months the station has practically had two inspectors, the newcomer being Lieutenant Commander Duncan Kennedy, U. S. N., who will remain in charge. On receiving his promotion Capt. Folger will be assigned to the charge of the third district, at Tompkinsville, Staten Island, which, the most important of all the light-house districts, is a captain's detail.

Strong efforts are being made to have Maj. M. B. Adams, Corps of Engineers, U. S. A., retained as engineer of the 9th and 11th light-house districts, with headquarters here. It is understood that the sentiment at Washington is for his transfer to another station. The argument used in favor of the Major's retention at his present post, for a time at least, is that several changes are to be made in the inspection staff of the lakes, including the districts represented by him, and that it would be unwise to transfer him until the new officers have had time to familiarize themselves with their duties.

CLEVELAND.

Special Correspondence to the Marine Record.

Capt. Harlow will sail the schooner Sunshine next season. Capt. Harlow is a son of Capt. William Harlow, of Toledo.

Capt. Devney and Mr. Kunkle, of Ashtabula, visited this port on Tuesday and attended the district court on a case of collision.

Several whaleback steamers, laden with grain, were transferred to the Union elevator this week where their cargoes were discharged.

The tugs Chris. Grover and Tom Maytham, of the V. O. T. line, were busily engaged in breaking up ice in the river Wednesday morning.

The whaleback No. 110 is docked at the Cleveland dry dock for repairs to bottom damage and orders are booked well ahead for use of the dock.

The large steel steamer Globe is in the Ship Owner's dry dock for repairs to bottom damage, but on account of the very cold weather, work has been suspended at the yards this week.

Capt. Orville Green who has been master of the steel steamer Griffin since she was built, visited this port on Monday, returning to his home in Chicago the same evening.

It is said that the prospects for the inclusion of the leading Mesaba ore range producers in the pool of 1898 is not as encouraging as it was a short time ago. It is predicted that the pool will only include the old ranges.

Captain George Bell, who for the past 16 years has sailed boats in the Gilchrist line, is reported as having accepted an offer from the Wolvin Transportation Co., of Duluth, and will probably be placed in command of the steamer Zenith City.

William E. Russell, who was shipkeeper on the Menominee Line steamers Saxon and German at Ashtabula harbor, and who disappeared Jan. 22, is still missing. Capt. George P. McKay, manager of the line, is unable to locate any of his relatives in this city.

The report recently circulated that Capt. J. L. Weeks had tendered his resignation as master of the steamer City of Genoa, of the Gilchrist line, to accept a position as master of the steamer James Watt, of the Bessemer fleet, is now reported to be without foundation. Capt. Weeks, it is stated, will remain where he s.

A. E. Meeker, for the past two seasons engineer of the Onoko, Minch Transportation Co., Capt. William Gerlach, manager, will next season be chief engineer of the John N. Glidden. Mr. Meeker is not yet 28 years of age, but having made the most of his experience, is one of the brightest engineers in the lake service.

The directors of the Cleveland & Buffalo Transit Co. will meet on Saturday for the purpose of electing officers. The old board of directors was re-elected on Tuesday at the annual meeting and no changes will be made in the management. A definite decision regarding the name of the steamer now building at Detroit will be made at the directors' meeting. The recommendation of the stockholders that the vessel be named City of Erie will probably be adopted.

Indicative of the hopes, or rather fears, of a share-owner in the A1 wooden vessels, he told me this week that he had let go a clean $20,000 worth of stock for 25 per cent. of its cost and estimated value. He says the two thousand tonners are not money getters any more as it takes all they earn to keep them up, and, although this particular tonnage is

managed in a good office there has been very little in it for him during the past couple of seasons, and likely to be less in the future. He may have acted discreetly in thus disposing of his holdings; any way he thinks so, and I don't know whether he has or not.

Four hundred steel cars, in addition to 600 already built, will be provided for the Carnegie ore railway—Conneaut to Pittsburg—before the opening of navigation this spring. Steel rails of the 100 pound kind are now being laid on the road, and the new twelve-rig plant for direct transfer of ore from vessels to cars at Conneaut is nearing completion. A car dumping machine for transfer of coal at Conneaut is also to be erected before the opening of navigation, and during the week a Thew automatic steam shovel for loading ore from docks to cars was installed on the storage docks.

W. H. Becker and W. H. Mack turned over their contract for the big steel schooner, now building at the yards of the Globe Iron Works Co., to Cap. Wilson, of the Wilson Transit Co. The new vessel which will be launched in a few weeks, is a sister ship to the Antrim, built at the same yard. When put in the Lake Superior trade a the opening of navigation, the new schooner will tow with one of the steamers of the Wilson fleet. With this addition to the fleet, there will be eight steamers and two schooners in the Wilson Transit Line. Of the steamers, the Andrew Carnegie, W. D. Rees, Yuma and Spokane are steel; the Sitka, Tower, Olympia, and Yakima are wooden boats. The schooner Yukon, the latest built tow barge, is also a wooden boat.

Within the past few years Congress has authorized the building of three revenue vessels for the lakes. The Gresham, first to be completed, is in commission on the Milwaukee station. The Algonquin will take the place of the Fessenden at Detroit, and the third of the new cutters, now being completed at the yards of her builders, the Globe Iron Works Co., will perhaps be stationed at Buffalo, as that harbor has not had a Government vessel since the old Bibb was taken to the coast. The three boats are practically duplicates, and are small steel cruisers, with a speed of twenty-one statute miles an hour. This port will, of course, make a strong effort to have the Onondaga placed in commission and retained here, instead of taking her either to Erie, Pa., or Buffalo, N. Y.

In commenting upon the frequent transfers of the lake light-house inspectors, Capt. Geo. P. McKay, treasurer of the Lake Carriers' Association and chairman of the committee on aids to navigation, said that at one time the lake interests always suffered thereby. He continued: "As soon as the new inspector was brought to a full realization of the needs of the lakes he was detailed some where else. But, through the persistent efforts of the Lake Carriers' Association for many years, and the wonderful development of lake commerce, the lighthouse board has come to give the lakes an equal place in its estimation with every other part of the country's navigable territory. so that now almost every new inspector on arrival at a lake station knows exactly what is required of him and acts accordingly without prompting."

The Mayor of this city has struck the keynote of future commercial prosperity and marine importance, in advocating a million dollar improvement, the sum to be expended in the river and on the lake front. Cleveland should be known as one of the safest, most commodious and convenient harbors on the lakes, and every facility ought to be offered to vessels lo ding or discharging cargoes, drydocking or repairing. The sum looks large, and it is more than any port has devoted exclusively to harbor work, although nothing comparatively towards the amount expended in improving the lake front at Chicago. There is no use asking or waiting for the Federal Government to clean out municipal sewers; that must be done and the cost borne by the citizens benefitted, and in the case of the inner harbor improvements at the port, the future of the city demands a liberal expenditure at this time. The only question that I hear brought forward is whether the bulk of the monev should be expended in the river work or on the lake front improvements.

The seventeenth annual reception and ball of the Marine Engineers' Beneficial Association, which was held at Army and Navy hall Wednesday evening was, as usual, a pronounced success. The large hall was crowded by members of the association and their friends. There were 23 numbers on the dance program and supper was served at midnight. The committee work was well cared for by the following members: Committee of arrangements, John P. Heyward, Lawrence D. Weeks, Henry McAulay; reception committee, C. M. Stoddard, A. J. Aiken, A. L. Wilcox, Evan Jenkins, William Kennedy, A. J. Millet, John Smith, Alonzo Arnold, A. G. Bohland, W. C. Clark, George Masters, Charles Gumlich, H. H. Farr, Fred Harmon, John McMonagle, Peter Lamar, William Steen, Frank Randall, Sam Lloyd, William Lloyd; floor directors, O. N. Steele, M. B. Sturtevant; floor managers, W. E. Donovan, Grant Donaldson, J. F. Kalb, William H. Kennedy, William H. Miller, William Most, A. N. McDonald, John Shammon, Ed. Stoddard, Charles Walsh, John Riggin, J. G. Donahue, Arthur Hyde, James Spears.

PORT HURON.

Special Correspondence to The Marine Record.

The steamer Maggie Duncan has had two new pole masts put in her this winter.

Mr. and Mrs. Walter Thorn heve returned from their wedding trip to Chicago.

Ranson Holland, who is spending the winter in Detroit, called on his Port Huron friends on Tuesday.

The ball given by the masters and pilots was a success in every respect, both in attendance and financially.

Capt. J. H. Killeran, of Buffalo, was in the city this week to survey some damages on the schooner Hattie Wells, done by the steamer Nicol at Buffalo last fall.

The Modern Mariner, a 12 x 18-inch paper, published in the interest of the Modern Mariners' Society, has been started in Marine City, and will be published monthly by Homer G. Fox.

Chicago brokers are confident they will not have trouble getting cargoes for all the grain carriers that are in winter quarters at Lake Michigan ports, and some owners feel confident that higher rates will be paid.

Before leaving for Brooklyn, N. Y., on Monday, J. C. McLaughlin announced that the necessary subscription papers had been prepared and he expected to raise sufficient money to build and equip one of Browne's wrecking devices.

Ozias W. Shipman, who for years has been prominent in Detroit business circles and of late years one of the largest wholesale and retail coal dealers in the northwest, died at his home in tnat city Friday evening, as a result of a cerebral hemorrhage. He was 64 years of age.

The life-saving station built in the interest of real estate dealers has been completed. It is one of the finest on the lakes. The keeper and crew have not been seleete i yet. The proper place for it was on the Fort Gratiot light-house reserve, but it seems as if the seamen had no voice in the matter.

A remarkable showing in fuel economy has been made by the steamer Business since her engines were compounded by the Dry Dock Engine Works, of Detroit. This steamer, in 1896, before being overhauled, ran 27,000 miles with a fuel bill of $4,700. After she had been refitted in 1897 she ran 24,250 miles and her fuel bill was only $2,450.

Within the past few days talk of settling the trouble with the riveters at Wheeler's shipyard by arbitration has again been rife, but F. W. Wheeler says there is no truth in the story. The riveters are as determined as ever to hold o t against signing any contract and the firm will not proceed with work until they do.

During the gale of Saturday night the barge Jupiter, which was lying in Sarnia Bay, was swung by the wind against the schooners Cataract and Breck, of the McGibbon fleet with such force as to cause the latter craft to drag their anchors. They came against the brewery wharf with considerable force, and the jibboom and bowsprit of the Cataract were broken by the collision. This was the only damage.

SHEBOYGAN, WIS.

Special Correspondence to The Marine Record.

We are having very cold weather here this week, and thin ice can be seen out on the lake as far as the eye can reach.

The "gold mine" ice rink is now conducted by Capt. Louis Gunderson, Chas. Liebermann, the vessel supply dealer having sold out his interest.

James Long of this port has shipped as an oiler on the large steel steamer, Andrew Carnegie. F. J. McGuinness, of Cleveland, will go as oiler on the steamer Roman.

The schooner Surprise, purchased early in the winter by Capt. Ole Groh, is laid up here. She was formerly owned in Cleveland, and the name of that port is still painted on her stern. She lays a couple of miles up the river here.

Vincent Conley, the boat builder here, has now under construction a very complete sailing yacht for Messrs. Edwin Imig and Burt Fairweather. She will be sloop rigged, and have a nicely arranged cabin. Dimensions 27 feet over all, 19 feet on water line, and 8 feet beam

The recent item anent the massive bed plate to be used for the quadruple expansion engine, which will be placed in the new Rockefeller steamer, building at West Bay City by F. W. Wheeler & Co., is certainly a creditable piece of work to be turned out from that neck-o-the-woods. A young Clevelander here wishes to compare it with the cannon, which was recently poured at the Otis Iron & Steel Works, and bored out by the Cleveland City Forge. The dimensions of this cannon for the U. S. Navy are, length 42 feet, diameter 4 feet, but it was turned down some 14 inches. The dimensions of the bed plate are 26 feet in length, 13 feet wide, and weighs 24 tons.

FLOTSAM, JETSAM AND LAGAN.

The Northern Steamship Co. have decided not to lengthen any of their boats as was contemplated last fall.

The steamer W. H. Wolf was chartered at Milwaukee, Saturday, for a cargo of oats to Buffalo, at 1⅞ cents. The Wolf will carry about 130,000 bushels. The steamer City of Glasgow is also loaded with a cargo of corn.

The stock of oats afloat at Chicago and South Chicago is 1,250,000 bushels, instead of 143,000 bushels, as has been reported in the weekly statements. This increases the total amount of grain now afloat in the two harbors to 8,233,000 bushels.

The Kirby-Dennis Cedar Co., of Marinette, Wis., has purchased from the Lac La Belle Co., the Munising Co. and H. D. Walbridge, of Munising, Mich., all the pine and cedar lumber on 189,000 acres of land owned by the three companies named.

Roach's shipyards in Chester, Pa., has concluded a contract to build for the Standard Oil Co. the largest tank ship ever constructed in this country. She will be 364 feet in length, 48 feet beam and 23 feet deep, and will be built to carry oil in bulk.

United States Consul Fuller, of Che Foo, China, says the Chinese invite proposals from American shipbuilders for supplying tugs or launches suitable for the navigation of the canal leading from Chinan Fu to Yang Chuea Kou, which is to be enlarged and improved to serve as an outlet for commerce.

Charles H. Cramp, president of the Cramp Shipbuilding Company, who is at the head of a recently incorporated enterprise to operate a line of steamers in the Klondike trade from Seattle to Dawson City, denies a report from Newport News, Va., that the Cramps will establish a shipbuilding plant at Seattle.

Chief Engineer J. F. Stevens and Chief Architect A. B. Howatt, of the Great Northern Railway Company, were in Superior last Saturday looking over the property of the Eastern Minnesota Railway Company lying along the docks. The object of their visit was to arrange for the erection of a warehouse on the dock front near the Great Northern elevator and which will have a floor space of 75,000 feet. The plans are now completed, and in about two weeks the company will advertise for bids for the construction of the building.

A gigantic scheme for the reclamation of thousands of acres of marsh land at what are known as the East and West Harbors, near Sandusky, will go into operation within a few days. Two powerful pumping engines, capable of taking from the vast swamp 35,000,000 gallons of water a d y, have been set up and are to be kept constantly working day and night until the immense tract is drained. It is expected that within thirty days the marsh will be pumped dry, and will be ready for planting in the spring. The soil is fine and the first crop will likely be sugar beets.

BUFFALO ELEVATOR COMBINE.

A report sent out from Buffalo says: Vesselmen are anxious, as a rule, to see the elevator combine continued in some form. They say that a failure to come to an understanding will mean a revival of some of the worst abuses of the older regime, especially the rebate system on cargoes, which was for the most part cut off some years ago by a rule of the association. Before that time the grain receivers were selling the handling of cargoes to the highest bidder. Some of it was done last season. The story is told of a well known receiver who was approached by a vessel owner and asked to rush forward a certain cargo and get it through the elevator as soon as possible, as he wanted to make another trip before winter. The receiver made no direct reply and the vessel waited. After she had been a day and a half with no elevator provided, the owner went to the receiver again and offered him $200 for an elevator. Nothing was done yet, and when $400 was offered (the vessel was a big one) the receiver said that it was all right, though something would have to be paid the elevator. At this the owner made a break for his vessel. He found an elevator, put the cargo in it, and notified the receiver that he could have it when he paid the freight on it. So the latter got nothing out of the job, just through overreaching so badly. This sort of business will be common if the combine fails. Everybody is willing to see a reduction in the rate, but the absence of organization may prove disastrous.

NEW FIRE TUG FOR CHICAGO.

Plans for one of the finest steel fire-tugs in the United States have been prepared at Chicago and within a few days the department will advertise for bids for the construction of the boat.

The last built boat named the Yosemite will be sent up the river, probably to the lumber districts. It is expected that the proposed craft will be called the Carter H. Harrison. She will have three sets of pumps and will be able to throw 10,000 gallons of water a minute. The utmost capacity of any tug now in the Chicago fire service is 6,000 gallons a minute, so that the new fire-fighter will be almost twice as valuable as any of the present boats. Her length over all will be 118 feet; beam, 25 feet 6 inches, and her molded depth 12 feet 6 inches. A. W. Goodrich is the designer of the craft, and the estimated cost is in the neighborhood of $50,000.

VESSELS CLASSED.

The American Shipmasters' Association, New York, have classed or rated this week in the "Record of American and Foreign Tonnage" the following vessels: Four-masted schooner, Alice E. Clarke; three-masted schooner, Flora Woodhouse; schooners, Henry May and John F. Kranz, and British schooner, Stella B.

THE American Steel Barge Co., besides being in a position to meet the demands for new construction and marine repairs, dry docking, etc., are ready to undertake any kind of steel structural work, such as bridges, dock fittings and stationary work of all kinds. The plant has been made one of the most complete in the United States. When the second dry dock is completed it will be the largest on the chain of lakes, being 575 feet on keel blocks, 64 feet wide at the bottom, 118 feet at top, and gates 70 feet wide with a 20-foot depth on the miter sill.

CORRESPONDENCE.

☞We do not hold ourselves responsible in any way for the views or opinions expressed by our correspondents. It is our desire that all sides of any question affecting the interests or welfare of the lake marine should be fairly represented in THE MARINE RECORD.

THE POE LOCK, SAULT STE. MARIE.

HOUGHTON, MICH., Feb. 1, 1898.

To the Editor of the Marine Record:

The following clipping is taken from the Houghton County Progress. Kindly let me know through your valuable RECORD if the editor of the Progress knows what he is talking about: A SUBSCRIBER.

The large new lock of St. Mary's Falls canal at the "Soo" is proving to be a Jonah on the hands of the government. The machinery is unequal to the task required for it to perform, and is a together of an inferior type. An all winter's job of repairing is the result.

There is no truth in, nor ground for, the statements contained in the clipping. A large amount of structural work is in progress connected with removing the old movable dam, deepening the canal in that vicinity, and building safety gates as a substitute for the dam. This will certainly be an all winter's job, but it has no relation whatever to the new lock machinery.—ED.

BACKING POWER OF THE TURBINIA.

HOUGHTON, MICH., Feb. 1, 1898.

To the Editor of the Marine Record:

In the published accounts of the performances of the Turbinia I have been unable to learn what this new type of engine is capable of doing in the "backing" line. There seems to be no question as to its ability and fitness to drive a light weight hull at an enormous speed and do the work economically while going ahead. Can these engines be reversed like those of the old type? If so, would you consider them adapted to the work of a harbor tug where there is much starting, stopping and backing to be done, or for heavy harbor work in close quarters?

I will appreciate the favor very much if you will give me some information bearing on this subject through the columns of your valuable paper. W. D. CALVERLEY.

Assuming that the principal dimensions of the Turbinia, the position of shafts, wheels and other particulars are known, it is apparent that only an inconsiderable amount of power would be developed in going astern; however, about this feature, Mr. Parsons and his colleagues exercise a great deal of reticence and the public really knows little or nothing regarding the arrangement of mechanism and power developed, beyond that which the inventor has seen fit to have published. In the case of the Turbinia a small reverse turbine of inefficient form was used for the purpose of going astern, and this would only back her at the rate of three or four miles per hour. A more powerful reversing motor is, we understand, now being applied, and it is estimated that an astern speed will average about a third of her best headway, or say, from 10 to 12 knots per hour. This reversing mechanism has yet to be demonstrated. A company has just been formed under the title of the Parsons' Marine Steam Turbine Co., L., Wallsend on Tyne, England, which is prepared to tender for all classes of high speed vessels fitted with steam turbine machinery, including steam yachts and shallow draft fast river steamers.

Judging from the tests, up to date, we do not consider the turbine means of propulsion adapted for the work of harbor tugs, but rather for speedy fancy tonnage, government dispatch boats, torpedo boats or small mail steamers, etc. The Turbinia has reached of speed of 34½ nautical miles and holds her record at 32¾ miles per hour.—ED.

THE NORTHERN PASSAGE OF LAKE MICHIGAN.

CHICAGO, Jan. 31, 1898.

To the Editor of the Marine Record:

The resolution of the Shipmasters' Association requesting a light-ship on Lansing Shoal seems not to state precisely the wants of navigation at this point. The main route of the northern passage leads between Squaw Island spit and Lansing Shoal three miles distant from one another, the two forming the northern entrance of the deep water basin of Lake Michigan, being for a long time the sore point of the main route, on account of the difficulty of safely making the entrance in thick weather from the east. Squaw Island light as a guide to the entrance in thick weather is a failure, because of not indicating the extension of the spit; and a light-vessel with a fog signal at the extremity of the spit two miles from the present light would have served the purpose far better, Squaw Island light being the result of a mistake, there is no reason to commit another mistake.

According to the chart, keeping the vessel in no less than 13 fathoms of water carries her safely through the entrance at a distance a little over a mile from the spit. Thirteen fathoms of water is also required to avoid Lansing Shoal, it being dangerous in thick weather to approach the shoal any nearer at any point than the 13-fathom curve indicates. Therefore, vessels in thick weather to avoid Lansing Shoal are compelled to go as near Squaw Island spit as one mile. Consequently, the real point of danger is Squaw Island spit, on which the light-vessel should be placed. With the light-vessel on Squaw Island spit Lansing Shoal is no longer a danger to navigation concerning the passage between the two points; and as the turning point of the northern route is nearer the spit than Lansing Shoal, the former should be given the preference.

Coming from the west in thick weather the 15-fathom curve on both sides of the approach to the entrance leads safely up to within one mile from the spit, which is an additional and powerful reason for placing the light-vessel with fog signal there. JOHN MAURICE.

NOTICE TO MARINERS.

Notice is hereby given that the steamer City of Duluth was wrecked at the mouth of the harbor entrance to St. Joseph, Mich. The wreck lies to the northward of and about 470 feet from the end of the north pier. A white light will be shown from the mast at night.

By order of the Light-House Board:

C. O. ALLIBONE, Lieut. Comdr. U. S. N.,
Inspector 9th Light-House Dist.

TO BUILD ANOTHER R. R. CAR-FERRY.

The Manitowoc Tribune is authority for the statement that the Flint & Pere Marquette Railway Co. is preparing to build another steel car-ferry steamer. Plans have already been drawn and submitted for another steamer with a capacity equal to the Marquette. The new boat will, in some respects, be an improvement on the old one, and will be run also between Manitowoc and Ludington. From January 1 to January 25 the Pere Marquette handled 1,404 loaded cars and 522 empties, while the Ann Arbor car ferry handled 320 loaded and 28 empties. Of break bulk freight the Flint & Pere Marquette steamers are also handling a large amount. There are still 300 cars on the Wisconsin Central tracks, 200 on the tracks of the Chicago & Northwestern road and about as many on the way from Minneapolis.

ILLINOIS STEEL COMPANY REACHING OUT.

Plans for a $400,000 slab mill at South Chicago have been prepared, the necessary money appropriated, and its immediate erection authorized by the directors of the Illinois Steel Co. The new structure will be added to the plant of the company at that place and will give employment to at least 800 men. The designs for the new mill were originally prepared three years ago, but the financial depression prevented their being carried out. Now the conditions of trade are such as warrant so large an expenditure, and at a recent meeting of the management the immediate erection of a mill was decided upon.

The specifications call for a complete equipment of the most modern machinery. An immense engine capable of handling a 14-ton ingot of steel will be one of the features. These great masses of white-hot metal will be fed into rollers specially prepared to receive them. They will then be cut into strips by mammoth shears and re-rolled.

It has long been known that the one thing needed at the plate mills of the South Chicago plant was a slabbing mill. Experts say the best results are obtained only when steel is cast in ingots of considerable size. By the process of rolling and re-rolling the metal the quality of the finished steel is greatly enhanced.

Heretofore the Illinois Steel Co. has had no machines of sufficient size to roll such large ingots as it is designed to cast for the rollers of the new mill. In view of the fact that it is known the steel company has made overtures to the government to secure contracts for armor plate it is significant that a slabbing mill of such importance is to be added at this time.

The South Chicago mills are in receipt of an order from the Pennsylvania railroad company for 15,000 tons of standard size steel rails. The contract price is understood to be $18 a ton.

The announcement of the erection of a new mill to employ 800 to 1,000 hands, coming so close on the order to run the mills seven days a week, portends a remarkable change in South Chicago industrial conditions. One year ago a general reduction of labor and a 10 per cent. cut were ordered; to-day new furnaces are being built, all departments are running full-handed, and a 7-day schedule of labor for each week goes into effect next Saturday.

CONNEAUT AS AN IMPORTANT LAKE ERIE PORT.

Ex-Congressman Samuel B. Dick, chairman of the board of directors of the Pittsburg, Bessemer & Lake Erie railroad, was granted a hearing by the committee on rivers and harbors of the House of Represen atives in advocacy of the appropriation of $500,000 for the improvement of Conneaut harbor. Mr. Dick made a very interesting statement, and closed with an invitation to members of the committee to visit Conn aut.

Col. Dick told the committee that car-ferry lines have been established between Conneaut, O., and Port Dover, in Canada, for carrying loaded railroad cars without breaking bulk or transfering, and are now running successfully making the only direct line of communication across Lake Erie between the two countries during the winter. This tonnage has never been included in the port report.

The annual tonnage in 1897 going up and down the lakes was as follows: Iron ore, 492,327 tons; coal, 31,000 tons; coal to Canada by means of ferry lines, 250,000 tons; making a total tonnage of the port 773,327 tons.

"We have contracted," said Col. Dick, "for the year 1898 to carry at least 1,500,000 tons of iron ore, 300,000 tons of coal for upper lakes, 50,000 tons of miscellaneous, 300,000 tons of coal for Canada (partly es imated), making a total tonnag that will have to enter and leave Conneaut harbor during the year 1898 upwards of 2,150,000 tons, and more if we have room to handle it.

"The company which I represent has expended at Conneaut harbor for docks up to the close of this year, $457,772.22. We have, with the new docks just completed, a dock frontage of 4,400 feet. We have expended for machinery in addition for use on the docks $270,755, making a total expenditure up to date of $723,572.22. The machinery purchased this year past is of the latest and most modern patterns. We claim to be able to discharge a 6,000-ton vessel of iron ore in eight hours. The coal loading machinery is estimated to discharge into a vessel ten tons a minute.

"From these statistics I think you will agree with me that this port is becoming so prominent that a liberal appropriation should be given it. With the large number of vessels to arrive and depart this and next year it will be absolutely necessary that obstructions in the old harbor shall be removed at once, in addition to continuing the work on the breakwater; and if the committee will grant us a liberal appropriation, it would enable the government engineer to use the balance of the funds he has on hand at once in removing these obstructions and apply the new appropriation to the breakwater.

"The Pittsburg, Bessemer & Lake Erie railroad is now fully completed from Conneaut harbor to the heart of the iron and coal industries at Pittsburg. The grades of the line have been reduced to a maximum of 39 feet to the mile. The curvature reduced and the whole line laid with 100-pound steel rails. The equipment for this traffic is steel cars, with a capacity of 50 tons to a car, and large locomotives, enabling them to haul 1,500 tons of traffic to a train, thus cheapening the cost of transportation and the cost of manufacturing steel and iron, which will assist in maintaining the supremacy of this country to manufacture iron and steel for the world."

The committee promised, through Chairman Hooker, to consider the invitation to visit Conneaut."

Messrs. H. Bloomsburg & Co., Wilmington, Del., and Newport News, Va., manufacturers of the Equilibrium Circulator and the improved Annular Steam Jet, have issued a very neat calendar for the current year. Twelve handsome little engravings of steamers equipped with the firm's specialties are attached to the calendar.

Sixteen miles of the Hennepin canal is now completed and ready for the water to be turned in. One thousand men are at work in Bureau county, the work being pushed night and day. Congressman Prince is making active efforts in Washington to secure the necessary appropriation by which the canal may be completed in five years.

MARITIME LAW.

THE HERCULES—THE MORGAN.

TAYLOR v. CROSSLEY.

Circuit Court of Appeals, Fourth Circuit, May 4, 1897.

COLLISION—FAILURE TO STAND BY—PRESUMPTION.—The act of Sept. 4, 1890, providing that if the master of a vessel which has been in collision fails, without reasonable cause to stand by until he ascertains whether the other vessel is in need of assistance, the collision shall, "in the absence of proof to the contrary, be deemed to have been caused by his wrongful act, neglect, or default," merely puts upon a vessel which so fails to stand by the burden of showing that she was not responsible for the collision; and where the facts preceding the collision are shown, and it does not appear that such vessel was in fault, and it further appears that the other vessel was guilty of a fault sufficient to account for the collision, then the former cannot be found guilty of contributory fault merely because of her failure to stand by. 70 Fed. 334, reversed.

Appeal from the district court of the United States for the eastern district of Virginia.

This was a libel in rem by the schooner Morgan against the steam tug Hercules to recover damages resulting from a collision. The district court found both vessels in fault, and entered a decree for divided damages. 70 Fed. 334. The claimant has repealed.

Before Goff and Simonton, Circuit Judges, and Brawley, District Judge. The act of Sept. 4, 1890. (1 Supp. Rev. St. [2d Ed.] p. 800), provides:

"SECTION 1. That in every case of collision between two vessels it shall be the duty of the master or person in charge of each vessel, if and so far as he can do so without serious damage to his own vessel, crew, and passengers (if any), to stay by the other vessel until he has ascertained that she has no need of further assistance, and to render to the other vessel, her master, crew, and passengers (if any), such assistance as may be practicable and as may be necessary in order to save them from any danger caused by the collision, and also to give to the master or person in charge of the other vessel the name of his own vessel and her port of registry, or the port or place to which she belongs, and also the name of the ports and places from which and to which she is bound. If he fails to do so, and no reasonable cause for such failure is shown, the collision shall, in the absence of proof to the contrary, be deemed to have been caused by his wrongfnl act, neglect, or default.

"SEC. 2. That every master or person in charge of a United States vessel who fails, without reasonable cause, to render such assistance or give such information as aforesaid shall be deemed guilty of a misdeameanor, and shall be liable to a penalty of $1,000, or imprisonment for a term not exceeding two years; and for the above sum the vessel shall be liable, and may be seized and proceeded against by process in any district court of the United States by any person, one-half such sum to be payable to the informer and the other half to the United States."

THE JOHN R. PENROSE v. THE WILLIAM J. LIPSETT.

District Court, E. D., Pennsylvania. June 28, 1897.

COLLISION IN CHANNEL—SAIL GETTING UNDER WAY.—A schooner going down Delaware Bay under sail, and colliding with another schooner, which, having been anchored on the west side of the channel, heading northeast, was getting under way, paying off southward to go to sea, held solely in fault, in that, being bound to keep out of the way, she attempted to pass to the east across the other's bow, when it was uncertain how far east the latter would go in making the turn, instead of taking the safe course to the westward, under her stern.

This was a libel in rem in behalf of the owners of the schooner John R. Penrose against the schooner William J. Lipsett to recover damages resulting from a collision between the two vessels in Delaware Bay.

The following questions were submitted to Capt. Jarvis Call:

(1) Are you a member of the board of survey in admiralty at the port of Philadelphia?

(2) How much experience have you had as a master of sailing vessels?

(3) Supposing the situation of the Penrose to have been such as her officers described in their testimony, could she have come about southward conveniently, within less space than she covered in doing so? If she could, state about how much less.

(4) Could the Lipsett have safely turned westward at the time she shifted eastward and thus have avoided the threatened danger?

Jarvis Call, master, will please read the testimony of the officers above named and answer the foregoing questions in writing.

Wm. Butler, J. June 22, 1897.

To the Honorable Witliam Butler, Judge of the District Court of the United States for the eastern district of Pennsylvania:

A. 1. I am a member of the board of surveyors in admiralty at the port of Philadelphia.

A. 2. I have been master of sailing vessels for 30 years.

A. 3. After carefully considering the positions of the Penrose and the state of the tide and wind at the time, it would be difficult to say just what distance it would take to wear said vessel around. Under favorable circumstances where there was no tide, and in smooth water she ought to go around in three or four times her length when the anchor is off the bottom.

In a strong tideway it is not an unfrequent occurrence for a vessel to fall off until she gets the tide on her beam and stops, still continuing to forge ahead. I have known instances of vessels in a strong tideway to go for miles before paying off, the vessel being under the influence of the tide and not her helm.

A. 4. Considering all the circumstances, the state of the tide, the direction of the wind, the management of the helm and sails of the Penrose, it is my judgment that she did everything practicable to wear around as soon as possible. The state of the tide did not aid her, striking her side it tended to stop her from falling off. She was more under its influence than of her helm and would thus be retarded in getting around.

It is my opinion that a vessel getting under way has the right of way, while a vessel under way with all sail set is under control and can luff to, or keep off as the case may require. The Lipsett even at a mile distant might easily have changed her course westward and gone under the stern of the Penrose. A change of one or two points would have been sufficient. In her condition she ought to have had complete control of her movements.

(Signed) JARVIS CALL.

Philadelphia, June 24, 1897.

THE ELFRIDA.

PYMAN et al v. CLARKE et al.

Circuit Court of Appeals, Fifth Circuit. Nov. 17, 1896.

SALVAGE—CONTRACTS FOR COMPENSATION—POWER OF COURTS TO SET ASIDE.—While a contract for salvage compensation will be enforced when the salvor has not taken advantage of its position to drive an unreasonable bargain, yet the admiralty courts have long exercised the power to set aside agreements for excessive salvage compensation and it is not necessary, in order to avoid such contract, that the shipowners shall show such fraud or duress as would vitiate a contract at law, or produce evidence sufficient to justify a court of equity in granting relief from a contract.

SAME.—A contract for $22,000 for getting off a steamer worth about $70,000 which had gone aground at Velasco, Tex., in a position of little danger, in the late fall, when the weather is nearly always mild, and the wind light, and generally blowing off shore (which conditions actually prevailed in this case), held, excessive, on appeal, and a decree for that sum reduced to $10,000; it appearing that the master was young, inexperienced, and unacquainted with the coast; that, while in communication by telegraph with the owners, he failed to disclose to them the fact of an offer to salve the vessel for a sum to be awarded by an admiralty court; that the service required but 15 or 16 men, a tug, barge, and a small schooner, with anchors and cable; that the time consumed, including the period of preparation, was only three days, and that there was no danger to life or property, and no application of unusual skill. Pardee, Circuit Judge, dissenting.

Appeal from the District Court of the United States for the Eastern District of Texas.

This was a libel by Charles Clarke and Robert P. Clarke against the steamship Elfrida (Pyman, Bell & Co., claimants,) to enforce a contract for salvage compensation. The district court rendered a decree for the libelants in the sum claimed, and the claimants appealed.

THE BULGARIA.

District Court, N. D., New York. Feb. 20, 1897.

COLLISION—ELEMENTS OF DAMAGE—TOWAGE.—The expense of towing a vessel injured by collision to a place where it was necessary to take her in order to repair her injuries, is recoverable as part of the damages.

SAME—COST OF SURVEY.—The expense of a survey of a vessel injured by collision is recoverable as part of the damages against the vessel in fault.

SAME—DEMURRAGE—DETENTION DURING REPAIRS.—A vessel injured by the fault of another is entitled as part of her damages to recover, as demurrage, the amount she would have earned during the period necessarily occupied in repairs, less the expense of earning it. In ascertaining this amount, where there is no charter party or market price, it is proper to take as a basis the average net profits during the trip of the collision and the trips immediately preceding and succeeding it.

SAME—INTEREST.—Interest is allowable on the various items of damage recoverable in a collision case.

ADMIRALTY—EXCEPTIONS TO COMMISSIONERS' REPORT—OBJECTIONS TO EVIDENCE.—Where a witness having charge of a vessel's books testifies before a commissioner as to facts which might be shown by the books themselves, and such evidence is objected to only on the grounds that it is irrevelant and immaterial, the court on the hearing of exceptions to the report, will not exclude the evidence as incompetent because the books were not produced.

Within the next few months a raft containing 5,000,000 feet of lumber will be constructed in Portland, Ore., and towed to San Francisco. John Poulsen, of the firm of Inman & Poulsen, owners of a large sawmill, designed the raft, and the firm will in a few days begin its construction. It will be 396 feet long, 53 feet wide, and be so constructed that only a small portion of the raft will be above the surface of the water. Several rafts of piling have been successfully towed from the Columbia River to San Francisco, but the rafting of sawed lumber is a new undertaking.

ARMOUR VERSUS LEITER.

The recent wheat deal in Chicago whereby vessels in winter quarters at Lake Michigan ports are likely to be offered better rates of freight than they would if the deal had not been consummated, has inspired the staff poet on London's Fairplay to pump out the following lines, or as that always interesting marine journal puts it under the caption of a "Warm Corner."

The duel in wheat between Mr. Armour, the world-famed Chicago packer—an old hand at the "corner" game—and Mr. Leiter, a mere yonngster of twenty-five, has drawn the following nursery ditty from our "pote." It is estima ed that Mr. Armour has dropped £250,000, ($1,000,000) in fulfilling his contracts, while his youthful opponent stands to rake in half a million—if he unl ads all right. Who would not be a corner-man under such circumstances?

There's the story of Horner,
Who sat in a corner,
Eating his Christmas treat.
But the story of Leiter
Is very much brighter,
For *his* special corner is wheat.

While Jack's gormandising
Was great and surprising,
T'was feeble compared with the Yank's;
Who calls for his centals,
As mere incidentals,
Though measured by millions in banks.

His "twist" was so hearty,
That a knowing old party—
A foeman in Armour that shone—
Attempted the filling,
With "number one milling,"
Of the young 'un, who took the game on.

So he sold thousands daily,
The while smiling gaily,
For delivery end of the year;
Being sure in his mind
That when prices declined,
The shaver would feel rather queer.

But sad to relate,
Prices didn't abate
When the call for the wheat was due.
The sage had sold short,
On a healthy report,
And the aspect now savoured of blue.

Now that packer of pig
Danced a lively old jig,
As he hustled around for his crop;
His cables were flying,
His steamers were vieing,
And everyone kept on the hop.

But he got the stuff in
Amid terrible din,
And the loss of a fortune in gold.
But it wasn't the cash
That made him say—dash,
But the feeling that he had been sold

By that tarnation blighter,
Misnamed Mr. Leiter,
Who weighed out the heavier man;
And stood to make double
Without any trouble,
By upsetting the knowing one's plan.

Mr. L., like Jack Horner,
Is still in his corner,
Digesting his wheaten pie;
If prices keep fair,
He'll be thoroughly there—
If not he'll be *lighter* than I.

A MILD WINTER.

Capt. Tony Everett, who is the oldest master sailing out of Chicago in point of years of service, shipped for the first time from that port in 1848, has been a master since 1856, and he is still at the business. Captain Everett says this winter beats anything in his 50 years' experience on the chain of lakes. "I have been all over 'em, up and down and back again," said Capt. Everett, "but I never before saw a winter as open as this one at this time of the year. I never knew the St. Clair river to be open in the latter end of January. Of course there is ice in the lake, lots of it, but the winds keep it off shore and we don't see much of it. But the lake could be sailed all winter if we had the insurance. I remember one very bad winter, that of 1862, when a fleet of schooners was frozen in for months in Lake Erie. The Badger State was one of them and the crew had to live on oats and corn all winter. They were loaded with grain and when the provisions ran out they had to tackle the cargo. That was a bad winter. The ice was so thick they couldn't move and it was not solid all the way in, so they couldn't go ashore if they wanted to, so they had to stay aboard and eat oats until the ice broke up.

"I have seen the 36 miles of St. Clair river open until Christmas, but it usually freezes up and sticks that way about that time. This winter we have wonderful fine weather."

The Western Block Co., Lockport, N. Y., have just published their illustrated catalogue and price list of wood, wrought iron and steel tackle blocks, "Anvil brand." Any one fitting out or refitting would do well to have the "Anvil brand" list before them previous to closing an order.

MARINE RECORD

ESTABLISHED 1878.

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CLEVELAND, O., FEBRUARY 3, 1898.

THE Canadian Atlantic Railway Co., which has an elevator and terminal facilities at Parry Sound, Georgian Bay, will operate a line of steamers between Chicago and the Canadian port during the coming season. The new line expects to handle a large amount of grain and general cargo.

IT is a long cry from Tennessee to the ocean, yet, the Tradesman, Chattanooga, puts up an eloquent plea in its current issue for the upbuilding and manning of a United States mercantile navy, calling upon young "counter hoppers" located in ribbon and bargain stores, filling the occupation of the gentler sex, or that which they might pursue, to come forth and grapple with the real issues of life like when an American boy's highest ambition was to go to sea so as to build up the grand race of our almost by-gone type of American seamen.

A LAKE shipyard in announcing recent improvements carried out and contemplated so as to facilitate the building and repairing of hulls, engines, boilers, etc., state in their circular that the new equipment will shorten the number of "lay days" of the vessels undergoing repairs, we presume. This is a most modern departure in shipping phraseology, yet, the question seems pertinent enough too, why shouldn't a vessel have "lay days" while waiting for dry dock or repairs? Under the circumstances she would be waiting and laying, sure enough, until repairs were completed—perhaps waiting days, in lieu of lay days, might be better understood in such cases.

A LAKE marine journal that appears to be always dabbling in statistics and juggling with figures, with an assumption of accuracy not always warranted, had the following to say recently, under caption of "Output of the World's Greatest Shipyards:" "No shipbuilding concern on the lakes has ever launched vessels aggregating 20,000 tons in a single year, even of the freight barge kind." Well, we don't know exactly what this "even freight barge kind" means, but we do know that the Globe Iron Works Co., Cleveland, Ohio, launched ten large high-classed steel cargo steamers in 1890, having an aggregate registered tonnage of 23,366, and previous to that, or in 1889, eight steel steamers having a carrying capacity of at least 25,000 tons, were also launched from the same yards. The RECORD has positively made a burlesque of the statement so generally set forth a little while ago, comparing the port of Cleveland with the shipbuilding activity on the River Clyde, Scotland; at the same time we believe in giving credit where credit is due, and deprecate bald and misleading assertions derogatory to the fame of the lake shipyards, especially when such are made by persons who are supposed to uphold, in a measure, this most important lake industry.

MARINE RISKS—LAKE UNDERWRITING.

Taking into consideration the views recently expressed by those incompetent to form an idea of lake losses in underwriting circles, and of those who only echo what each Tom, Dick and Harry may say in general, or particular, or as suits their interests or fancy to enunciate, it was argued some time ago that on account of the few total losses last season, lake underwriting was a very profitable line of business. The bare fact that a few heavy damage claims would eat up as many premiums as an actual total loss or two or three of them, seemed never to have occurred to those who ignorantly supposed that an assurer was let off easily if the loss was not absolute and complete, consequently, they argued that few total losses meant successful and lucrative business for the assurer.

Now, let us take an instance reported in the MARINE RECORD a week or two ago (and since published in almost every lake port daily newspaper) as follows:

"Relative to the wrecking expenses and large hull repairs that the Rosedale's underwriters will have to meet, an insurance man said the other day that she was one of the most peculiar risks taken last season, and it was a fitting climax when she stranded on East Charity Reef at the entrance of the St. Lawrence river. The Rosedale had no less than five separate casualties during the summer, and each occurred on the fourth day of the month."

The Rosedale is about considered as a constructive total loss, and is now laying at Kingston, Ont., awaiting the adjustment of losses, claims, etc. Granted, that the several previous casualties were of minor importance as compared to her last one, it is easy to see that from an underwriter's standpoint, it would have been cheaper for that vessel to have been a total loss on one of her previous claims on the assurers, as after all the outlay of money, that is what she is supposed to be now anyway. We cited this case on account of the casualties occurring so regularly on the fourth day of the month, and not by any means as singling out that vessel as being more unfortunate than others, in point of fact she has not been, as many other steamers were compelled to dry-dock a second time after making a few trips, and at least in one instance before a single trip or passage had been made after heavy repairs, however, it is now becoming the custom, and perhaps justly so in the interests of an all-round economy, to make temporary repairs to damages caused during the season, and to carefully survey for final repairs at the close of navigation. This feature, as we have said, is supposed to save money both for the owners and underwriters, and the understanding is arrived at fairly, (competent surveys and adequate temporary repairs being made,) when the same underwriters take the risks for the entire season.

Regarding this feature of several minor casualties, such as "touch and go" damages, etc., being bunched in one claim at the end of the season of navigation; an English underwriter takes exceptions to figures sent from the lake districts, and Fairplay in its latest issue has the following to say on the subject:

"Mr Akroyd Hyslop underwriter of the Merchant's Marine Co., writes as follows. It is to be hoped that his forcible remarks will be duly noted by the lake journals.

THE MERCHANTS' MARINE INSURANCE CO., LTD.,
37 Cornhill, London, E. C., Jan. 7, 1897.

To the Editor of Fairplay:

DEAR SIR: The extract in your last issue, referring to American lake business, although probably accurate, is in the absence of any qualifying explanation, distinctly misleading. Anyone reading that extract, unless one with an intimate knowledge of the same, would naturally conclude that lake business was exceedingly profitable to underwriters.

I have for many years past been largely interested in hulls of lake steamers, with more or less success (generally the latter), and my experience teaches me that "losses" are by no means the most important factor; and to speak in Jan., 1898, of the result of 1897 as being profitable, is certainly premature.

To show how delusive the quoted figures are, I give you my own for 1896, about this time last year. I had then settled 30 per cent. This looked as if a fair profit would result; but since then, and without a single total loss, or in fact any heavy claim, at the time of writing there is only 2 per cent. left—and this in a year exceptionally free from total losses!

It is a well-known fact that damages sustained during the lake season are not repaired until the steamers are laid up in their winter quarters, and the bills are not presented to underwriters for settlement until long after. Yours truly,

AKROYD HYSLOP.

The foregoing shows that total losses are not the heaviest feature which underwriters have to contend with in lake business, rather may the multitude of damage cases ranging in cost from five to fifty thousand dollars, be placed as the premium grabbers, even this week we note that the cost of repairing the "touch-and-go" damage on the steamer Fred Pabst will be between $4,000 and $5,000. Considerable of her bottom planking and a portion of the keel and garboards have had to be renewed. As the floor frames of the Pabst are solid, the removal of broken timbers constituted a tedious and expensive job. This little average job itself would amount to a total loss in cases of small or indifferent risk.

Fairplay is all right, and no doubt means well in its warning note to lake journals, but, the readers of the RECORD never get misled in such cases, and therefore heeds not or needs not the injunction. On the other hand, every last red cent of the cost, gains, loss or extravagances in the underwriting world, must and does come out of the pockets of the ship or vessel-owning community; so that if there is to be any sympathy unloaded, the man who "pays the piper" is entitled to it, and not the fellow who simply disburses the shipowner's pelf by filching a little from Peter, or as is sometimes the case, by easing a good many Peters to make up the deficiency caused by the accident experienced by an occasional unfortunate Paul. So does the assurer assure the assured in the prosecution of his season's adventure, and all hands are reasonably satisfied at the conduct of the business, or if squeezed too hard, they sometimes squeal and occasionally abandon the merry field of war.

LOCAL STEAMBOAT INSPECTORS' INQUIRY IN STRANDING CASES.

While some attempt has been made in the case of one or two minor collisions to ascertain the cause of the accidents, or the reason for hasty or deliberate action taken by those in charge at the time of the casualty, we have only reached the point where the accuser, or he who enters the first complaint goes free and a foregone judgment is rendered against the defendant in any case, as the plaintiff being the accuser though also a participant in the trouble, is not considered a party to the suit, such is the exact rendering of supervising inspector Galway's recent decisions, and it is about on a par with the former custom of the "Rule of the Road," when he who first reached his whistle cord could order the other vessel to do as he wished in the matter of passing on either side. There is now an understanding for the better in the wording of the new steering and sailing rules in operation between Montreal and Duluth on vessels owned in the United States, so that the whistle cord no longer sails the other man's boat or gives him orders what to do and how to do it.

The subject of costly strandings is frequently of equal importance to collision cases and the reason for vessels standing should be closely inquired into, so that safeguards might be thrown around others, who, made aware of the causes which led up to such accidents would be in a position to meet the threatened danger. A series of questions required from the local inspectors or to be answered by them in an important stranding case might run somewhat as following:

1. What number of compasses had the vessel, were they in good order and sufficient for the safe navigation of the vessel, and when, where and by whom were they last adjusted?

2. Did the captain ascertain the deviation of his compasses from time to time, were the errors correctly ascertained, and the proper corrections to the courses applied?

3. Whether proper measures were taken to ascertain and verify the position of the vessel from the point of last departure and especially previous to the stranding?

4. Whether safe and proper courses were steered and whether due or proper allowance was made for wind, currents, etc.

5. What general and (or) specific instructions did the captain give to the pilot with regard to the navigation of the vessel, and were these instructions faithfully carried out?

6. Whether, having regard to the state of the weather the vessel was navigated at too great a speed?

7. Whether the master was on deck at a time when the situation of the vessel demanded his personal supervision?

8. Whether the lead was used before the vessel struck, and, if not, whether in the opinion of the local inspectors of steamboats it should have been used?

9. Whether a good and proper lookout was kept?

10. What was the cause of the casualty?

11. Whether the vessel was navigated with proper and seamanlike care?

12. Whether the serious damage to the steamer was caused by the wrongful act or default of the captain, deck officers, engineers, or any of them, and if so, state which?

It is perhaps rather far fetched to rope in the engineers in

the last clause, but, on the other hand, their testimony might prove of the greatest value in deciding at least some of the foregoing inquiries so that with abundant evidence on these points the local inspectors would be in a position to render prompt and decisive answers to the queries propounded.

WATER BALLAST FOR STEAMERS.

A paper read by Mr. McGlashan, before the members of the North-East Coast Institution of Engineers and Ship Builders, January 15, brought forth the details of a novelty in ship building, on "Water Ballasting of Steamers." Mr. McGlashan traced first the developments in the building and working of modern steamships, the difference in the weight of the hulls since the general adoption of steel, the fuller form of bottom and bilge, reducing the draught of water in small steamers, and the effect and increased proportion of beam to draught, and of the increased size of vessels. Weight of machinery does not increase proportionately to dead-weight capacity, and thus less bunker coal is required comparatively. Developments such as these raise the question whether the new conditions are met by the provision for water ballasting. After referring to the system of water ballast in vogue—double-bottom tanks, M'Intyre or cellular system, after-peak tanks, fore-peak tanks, etc.—the writer referred to side tanks as providing capacity for additional water ballast, allowing fuller immersion of the propeller, increasing the safety of the ship, not reducing the dead-weight capacity in many cases. A series of details were given of eight steamers, showing a comparison of older and newer ones, and their varying displacement, draught of water, etc., and drawing special attention to the weight and immersion of the vessels, the displacements, etc. Steamers as now built have usually plenty of beam to insure stability, and it is not advantageous in them to carry in the bottom all the additional ballast which they require. Doing so would increase the metacentric height, which in such vessels is already considerable, and make them less sea-kindly in ballast.

Mr. McGlashan said, in part, an instance will show that in practice it is found advantageous not only to carry more water ballast in ordinary cargo steamers, but also to carry it at some considerable height above the bottom. The captain of a steamer of 4,000 tons dead-weight capacity reported, three years ago, that when in the coal trade on the west coast of America for some time, he had to make the return trips to the coal port in ballast, and frequently found it very difficult to do so. In order to improve the conditions of the ship in ballast for rough weather, he got large wooden tanks constructed on the quarter-deck capable of holding about 130 tons of water. The tanks leaked a good deal but were easily replenished through the wash deck pipe. The weight of water contained in these tanks so improved the conditions of the ship in ballast that she made her return trips with more regularity and less discomfort to those on board. Captains of vessels frequently put 100 tons, or more, of loose ballast on deck, and experience a considerable improvement in the vessel's behavior on that account.

It is reasonable to assume that side tanks will increase the safety of a ship. The shell of an ordinary vessel may easily be injured to such an extent as to leak, and cause damage to cargo; but the side tank plating, where fitted, might remain intact in the case of injury to the shell, and prevent water reaching the cargo, and in some cases it might save the ship from sinking. Double bottoms have often proved efficient in this way, and in some instances have failed only because the injury to the bottom extended beyond the margin of the inner bottom, and so enabled the water to enter the holds. This, however, the side tanks would in some cases prevent, and is a feature worthy of attention to those most interested in the safety of life and property.

While the measurement capacity for bale goods is reduced to the extent that the side tanks are deeper than ordinary deep framing, the tonnage of the ship (on which dues are paid) is also reduced to the same extent, and the space available for the stowage of cargo is not interfered with by 'tween decks, projecting stringers, hold beams, gussets and such like parts as are usual in ordinary vessels, and interfere a good deal with stowage. The hold space is, therefore, rendered more valuable in the way of the side tanks.

The dead-weight capacity in many cases will not be reduced by side tanks being fitted, as these give the necessary strength, which in other vessels is usually obtained by fitting 'tween decks, hold stringers, beams, webs or deep framing and such like, already referred to, and the weight of material in the parts which are dispensed with is about equal, in large vessels, to that required in the construction of the side tanks.

A RECORD GRAIN CARGO.

The Great Lakes Steamship Co., Buffalo, Mr. John Gordon, general manager, issued bills of lading on Wednesday for a cargo of clipped oats loaded on the Wilson line steamer Andrew Carnegie at Manitowoc, Wis., for spring delivery at Buffalo. This is the largest cargo of the kind ever loaded on the lakes, and with a fair slant through the shoal part of Detroit river will be the largest ever carried.

The new rate for discharging grain cargoes at Buffalo, viz., $2.75 per 1,000 bushels which will be in operation with the first arrivals will make a saving of $132 on this one cargo, although even at that, the full cost of discharging will exceed by $200 the cost of unloading the largest cargo of iron ore that the Carnegie has ever carried.

DETROIT RIVER BRIDGE AGAIN.

E. W. Meddaugh, of Detroit, general attorney for the Grand Trunk road, admits the truth of an Ottawa dispatch that the road gives notice of an application to be made to Parliament for the incorporation of the Windsor and Detroit Union Bridge Co. Its purpose is to construct a bridge between Detroit and Windsor for railway and other traffic. The company will then ask for power to amalgamate with a company incorporated under the Michigan laws for the construction and management of the bridge. Mr. Meddaugh says the application is simply the initiative step. It is proposed to build the structure somewhere near the River Rouge, without a big span or center pier, and for all roads wishing to could use it on a similar foot ng to that of the Union depot arrangement. He thinks the matter cannot be brought before the War Department during this session of Congress, and says the movement of the project will be necessarily slow.

TONNAGE IN THE LAKE CARRIERS' ASSOCIATION.

The tonnage of the Lake Carriers' Association will be larger this year than at any time since the association was organized. Last year it was 687,237 net registered tons and it is safe to say that 75,000 tons will be added this year. A gain of 25,000 tons will be made by the addition of one fleet alone. Last year Mr. J. C. Gilchrist, of Cleveland, withdrew his fleet from the association. Mr. Gilchrist has, however, decided to join the Lake Carriers' again. Capt. George P. McKay, treasurer of the association, has received the following letter from Mr. Gilchrist:

"Inclosed you will please find my application for membership to the Lake Carriers' Association for the ensuing year. The reduction secured in the charge for unloading grain at Buffalo by the association at the annual meeting at Detroit, vindicates the position taken by me a year ago that the charges were too high and should be reduced and removed the main cause for my withdrawing from the association. Wishing to give the association my hearty support in all its endeavors to protect the vessel interests and bear my share of the burdens, I send in my tonnage at this early date so that there will be no uncertainty as to the course I intend to pursue the coming season."

Until last year Mr. Gilchrist had always been an active worker in the association. He was at one time first vice-president, and was always a member of important committees. Officers and members of the Lake Carriers' Association will all be pleased to learn that Mr. Gilchrist is back in the association. The tonnage of the Inter Ocean Transportation Co., of Milwaukee, will also be enrolled on the books of the association again this year, and with the new tonnage that will be launched a large gain will be made over previous years.

A UNIVERSITY LIFE-SAVING CREW.

The chance of earning a course through the Northwestern University is still to be left open to eight strong young men by the government officials in charge of the life-saving department. Although the life-saving station at Evanston, Ill., is to be moved in the spring an agreement has been reached between the university and the government department whereby it will remain on the campus, thus enabling students to compose the crew, as in the past. When the season closed in November it was feared by several of the men in the crew, all of whom are dependent on that source alone for their college education, that the station would be moved to a point near the light-house in North Evanston, and thus render it more difficult of their attendance. The change has, however, been bridged over without any loss to the university students who have done noble work in the past.

TO DISCUSS LAKE AND RAIL RATES.

A meeting of a committee of trunk line presidents will be held in New York, to-day (Thursday), to discuss, among other matters, the question of differential rates on both east-bound and west-bound business all-rail and lake and-rail. A number of the railway men, it is stated, will try to have the differential between all-rail and lake-and-rail rates lessened. It is now 21 cents on first-class business, the all-rail charge Chicago to New York being 75 cents per hundred pounds. Recently the lake lines have been brought to a greater extent under joint traffic jurisdiction, and it is thought that efforts to maintain their rates may be more successful than in the past, and that an attempt will be made to reduce the differential to 15 cents.

NEW DIVING APPARATUS.

Some of the peculiar difficulties attending present methods in vogue for sub-marine working are claimed to be overcome by Capt. Nelson's new diving apparatus. The shape is described as being that of a boiler, and made in sections, so that it may be lengthened to a depth of 60 fathoms of water; the lowest section is of heavy boiler iron, to withstand the enormous pressure which is felt at a great depth. It is equipped with movable arms and slides that can be worked at any angle and utilized to lift heavy material from the bed of the ocean; there is also an immense steel screw in the side of the cylinders, which is used for breaking deadlights in sunken vessels. The diving apparatus is ballasted at the bottom, and can easily be lowered and raised, and the air will be sufficient for three or four men, who can operate from the diving tube at the same time, remaining at work without danger for hours. A number of deadlights will supply light inside as well as outside, and if night work is required electric lights or oil lamps will supply illumination for the interior of the cylinder, also for reflection through the deadlights, so that the work of wrecking can be prosecuted. Communication between the men at work and those above is by speaking tube or telephone.

CHRISTENING SHIPS.

The bishop of Wisconsin strongly objects to having ships christened, considering that it is somewhat of an infringement on the ecclesiastical ritual. The RECORD partly aired its views on this question last week and we now quote a Washington special which treats of the cold water ceremony as follows:

Miss Bradley's determination to christen the battleship Kentucky with water is causing officers of the navy much worriment. Said one officer: "Not a man in the service will feel a ray of comfort in sailing in a ship that has been baptized in water. As for myself, I think that no sailor with good red blood in his veins can approve of any such disregard of the conventional method.

"Mark my word, if water is used in the ceremony, the Kentucky will be an unlucky boat, or known as an unlucky boat, which is much the same thing. She'll be a regular Friday boat in the mind of every sailorman. She may not come to any grief, but she will have a half-hearted crew. They will go into action in the Kentucky, if war should come in her time, like a man with a cracked gun or a broken sword.

"This thing of baptizing ships with wine has a significance that is only understood by men who follow the sea. The Kentucky will be the home of her crew, and I tell you the interests of the service demand she shall go into the water in the good old way."

A prominent Kentuckian when asked for his views on the proposition to christen the U. S. battleship Kentucky with water, gave the following answer:

"Never heard of anybody in Kentucky christening anything but babies with water, and, as the Kentucky is to be a warship, I thought she should be fixed like the Kentuckian when he goes out to fight. Give her a dose of smooth old Kentucky 'Do Wrong,' and start her out with blood in her eye and a chip on her shoulder. I don't think a warship has much use for water, except to float in. When the average Kentuckian gets a dose of old bourbon aboard and his eyes begin to shine like a cat's in a hole, he is ready to meet an army of wild cats. I say, give the ship a show, put her on the same footing with other boats, start her to Cuba, and if she is any kin to a Kentucky fighter she will go through the Spanish navy like Leonatus or Ban Fox did through a field of selling platers.

"It might be better to break the bottle over the prow of the ship after letting the captain drink the liquor, for there is more fight in a quart of liquor than an ocean of water. Give the Kentucky the right kind of a start and she will do honor to the state whose name she bears. I am down on the water proposition."

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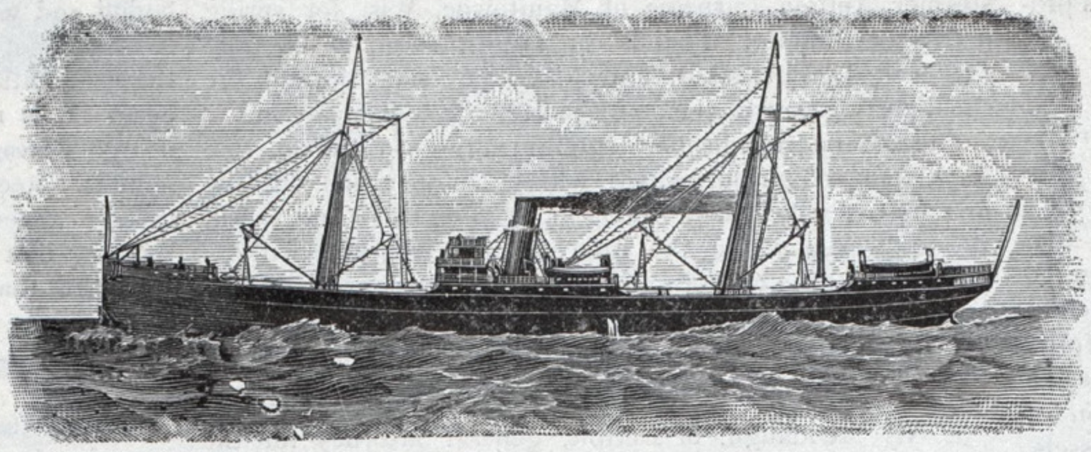

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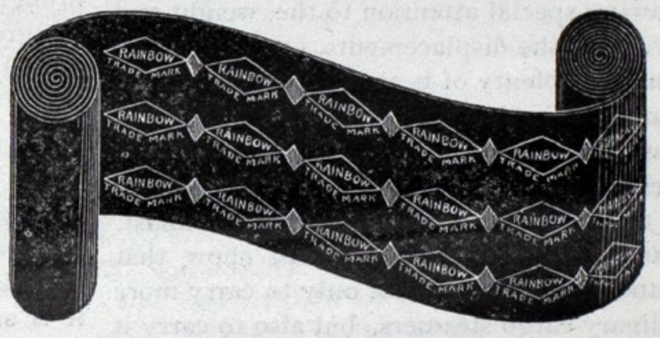

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THE NEW REPORTER AND THE NEW STEAMER.

The following from the New York Graphic was published some years ago:

"Go," said the editor to the new reporter, "and write up the new English steamer just arrived. Give a thorough account of her from stem to stern."

"From what?" said the young man recently arrived from a far interior state, and to whom a vessel of any sort was a mystery and a wonder.

"From stem to stern," said the editor, fixing a suspicious and threatening eye upon him.

This was the young man's first mission. He was eager to distinguish himself. He had already done so on his village paper in a series of essays on "The Cosmogony of the Universe." But that little town was a thousand miles away. He wanted a wider field for his aspirations, and had come to New York.

Yet he went out of the office anxious and doubting. "I will go to the captain," said he; "he will explain to me the ship and its uses. He will tell me all."

"Captain," said he, "I am sent to write up your ship. Oblige me by stating how many masts she has."

"Eighteen," promptly answered the captain.

"Where are they?"

"We have sent them on shore to be painted."

"How much water does your vessel draw?"

"Three inches."

"How do you draw it?"

"By steam power from the well."

"Were you ever in a storm at sea?"

"Never," said the captain.

"Are you ever sea-sick?"

"Awfully; can't leave my berth from the time we leave New York till we arrive at Liverpool."

"Are the rest of our officers and crew sea-sick?"

"Always. We're only on deck and about in port."

"Why, who steers the vessel at sea?"

"The cook; he's the only well man on board."

"Do you sail nights when out of sight of land?"

"Never; we anchor."

"What! in mid-ocean?"

"Of course, you land lubber. There's docks to tie up at regular distances all the way across."

"What's that hole for?" pointing to an open hatchway on deck.

"That's where an iceberg ran into us last trip."

"Good gracious! How do you see to sail dark nights?"

"We send our boats ahead with lanterns, which light up the road."

"Are they there now?"

"Yes; anchored in a line all the way across the Atlantic ocean."

After getting much other information, which the captain said he was only too happy to impart to such an interesting young gentleman, the reporter returned and wrote as follows:

"The new steamer Crusader is a splendid specimen of naval architecture. Her keel revolves on hinges, so as to be readily unshipped in a storm, when it is not wanted. The rudder also, by a patent contrivance, can be drawn out of its socket and deported on deck during the night and in hurricanes. The Crusader has folding decks, which can be doubled up when she has but little cargo, and her tonnage in this way can be decreased from 4,000 to 2,000 tons. The main sail can, if necessary, be used as a skysail or wind-sail, and the saving of canvas effected in this manner reduces the wear and tear of her running rigging one-half. The main brace passes from the end of the bowsprit over the fore, main and royal masts, thence down over the spanker-boom to the taffrail and into the cabin windows, where it is secured by a double-banked sheepshank to the head of the captain's berth. She has compound engines, which boil water at an extremely low temperature. Her screws revolve at the rate of 10,000 times a minute, and can, if necessary, be brought forward and used as paddle-wheels. The Crusader is also constructed on the crab principle, and by bracing up everything sharp on the wind and wearing ship frequently, she can go as fast sideways as any other way. The engines are furnished with condensers, which condense milk as well as water. Her cabins are constructed on the French flat principle, there being six storeys, with kitchens, etc., for each family of passengers. The Crusader also carries her own docks, and thus saves all the expenses of wharfage when in port. She also carries her own quarantine, and so can never be detained if there is any malaria or measles on board. The pilot pilots her all the way across the Atlantic, and comes back with the ship each time. Her compasses in the barnacle give daily the direction of the wind. The captain's cow is milked by the boatswain in the foretop."

Ten per cent. per annum on the investment is the guarantee offered by the Sheboygan Advancement Association to any person who will erect a 1,000,000 bushel grain elevator at that port. The ten per cent. per annum guarantee of interest is to cover a period of ten years. In addition to this, the Advancement association expresses a willingness to guarantee to the firm erecting and operating the structure the same freight rates as are now or at any future time shall be enjoyed by Green Bay, Manitowoc or Milwaukee.

TREASURY DECISIONS RELATING TO VESSELS.

Steam-car ferryboats, admeasurement of.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION,
WASHINGTON, D. C., November 10, 1897.

SIR: This office is in receipt of your letter dated the 27th ult., relative to the tonnage of the steam-car ferryboat Pere Marquette.

The vessel is intended to carry cars across Lake Michigan and has a shade deck extending the full length aft to a point within 15 feet of the stern. The sides are inclosed, but there is an opening in the stern through which cars enter on tracks laid on the main deck. It is stated that the purpose of the deck is merely to protect the car deck from the accumulation of snow in the winter time, and that the vessel could carry the cars as safely without the awning deck. Under certain conditions the weather, water and spray from the waves could enter on the main deck through the opening in the stern, but the car deck is arranged with suitable scuppers for carrying off the water.

The Bureau has obtained reports on the subject from many of the principal ports, both on the lakes and on the seacoast, which indicate some divergence of opinion as to whether or not the space in which the cars are placed should or should not be admeasured.

It does not appear necessary to apply strictly to these vessels laws and regulations which were framed especially for the admeasurement of vessels of ordinary construction. The general regulations in force for many years state that considerable discretion must be allowed to admeasuring officers in ascertaining the tonnage of vessels of peculiar type.

You may readmeasure the Pere Marquette without including in the gross tonnage the car space aforesaid, and take action accordingly in other similar cases in your district.

Respectfully yours,
E. T. CHAMBERLAIN, Commissioner.
Collector of Customs, Port Huron, Mich.

THE works of the Roberts' Safety Water Tube Boiler Co., at Red Bank, N. J., are still in operation night and day, having just received additional orders for about 3,000 horsepower of water tube boilers of their make for steamers building by Lewis Nixon at the Crescent shipyard, Elizabethport, N. J., a donkey boiler on the steamship Earnwell, for a boat building at John E. Thropp's yard, Trenton, N. J., and two boilers for James Boggs & Co.; also one for H. R. Stickney, of Portland, Me. This is the second order from this gentleman within two weeks. The Roberts Co. now has nearly 40,000 H. P. of boilers under construction and is refusing all orders for delivery before August 1.

OBITUARY.

Mr. O. W. Shipman, the well-known coal dealer of Detroit, died rather suddenly last week. In 1874 Mr. Shipman located in Detroit and established a coal agency. Until a few months ago he managed his enormous business in person, but he last July organized the O. W. Shipman Co., taking several young men who had been long-time employes into partnership.

Ozias William Shipman was born at Pierstown, Otsego county, N. Y., Jan. 29, 1834. His education was principally received in the Fort Plain public schools and seminary.

In 1872 he removed to New York City. He went to Utah to inspect a silver mine and exposed what proved to be a gigantic fraud. He then became interested in the coal business.

Mr. Shipman was interested in the Frontier Iron & Brass Works and in the Fire Proof Paint Co., of Chicago. He was also a stockholder in the Commercial National and American National banks of Detroit, and a stockholder and director of the Home Savings bank.

In June, 1856, he was married to Emily M. Comstock, who died three years ago. He leaves two daughters, Mrs. F. B. Stevens and Mrs. H. S. Lewis, of Circleville, O. Mr. Shipman was for several years a vestryman in St. John's Episcopal Church.

He was a thirty-third degree Mason, a member of Damascus Commandery, Knights Templar, of Michigan consistory, Scottish Rite Masons, of Ashlar Lodge No. 91, F. & A. M., of the Fellowcraft Club and the Detroit Club.

A DOMINION NAVAL RESERVE.

Sir Louis Davies, Dominion Minister of Marine, is planning active steps for the formation of a force of Canadian naval militia for service on the Great Lakes.

It is semi-officially stated that the chief reasons for prompt action are the recent placing of the training ship Yantic at Detroit for use by the United naval militia and the opinion that Canada has not sufficiently contributed to the burden of imperial defense.

The basis of the projected plan will be the fishery protection fleet, which was organized ten years ago, when the United States abrogated the fishery clause of the Washington treaty. The fleet has since been doing patrol duty on the Atlantic coast and the lakes.

The present fishing protection fleet consists of eight armed small steel vessels and a couple of schooners. The crews of these vessels are employed only during eight months of the year. For the remaining time they will probably be kept under pay and training, thus forming the nucleus of a volunteer Canadian naval reserve. Training schools for the Labrador and lake coasts are part of the program. These, it is understood, will be established as soon as possible.

NOTES.

MAJOR CLINTON B. SEARS, Corps of Engineers, U. S. A., advertises his week for proposals for dredging in Portage Lake ship canals, Kewaunee Point, Mich., Lake Superior.

GRAVE apprehension is expressed at the Navy Department as to whether Dry Dock No. 3, at the Brooklyn Navy Yard, will be safe to use in docking Navy ships in case Naval Constructor Bowles is sucessful in finally repairing the structure. It is feared that the soil on which the dock is built, loosened by the many piles driven into it, will give way when a heavy ship is taken into the dock. It is proposed to go slow, however, in using the dock even when the repairs are completed.

THE light-house inspector for the ninth district is commander C. O. Allibone, U. S. N., Room 1431 Marquette Building, corner Adams and Dearborn streets, Chicago. The engineer officers of the light-house department at lake stations are Major Milton B. Adams, U. S. A., 18 Bagley avenue, Detroit, for the ninth and eleventh districts, and Major William S. Stanton, U. S. A., Second National Bank Building, Oswego, N. Y., for the tenth district.

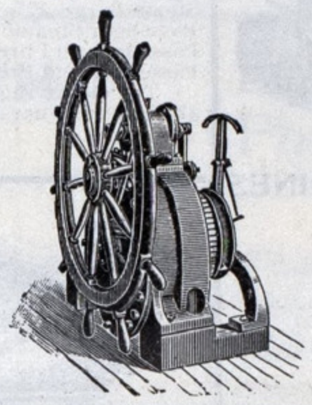
IN all successive stages of the development of mechanical power as applied to marine propulsion one characteristic is paramount, and that is the increase of power developed in proportion to weight. From the beam and side-lever engine to the oscillating cylinder, from the cumbrous slow-moving paddle-wheel to the light swift-running screw propeller, from steam pressure level with the atmosphere to steam pressure 16 times above the level of the atmosphere, from the fire-tube boiler with some of its plates nearly an inch and a half thick to the water-tube boiler whose heaviest part is one-sixth that thickness, from natural furnace combustion to forced or fan-driven combustion—every step has been to reduce the weight of machinery per unit of power. From a consumption of 8 pounds of coal per unit of power to a consumption of 1½ pounds of coal per unit of power. every successive stage has been to reduce weight of the fuel to be carried per unit of power on board ship. The very central essence of all past progress, said Mr. Fortescue Flannery, M. P., in his address to the members of the Institution of Marine Engineers, has been the reduction of the combined weight of machinery and fuel.

PROPOSALS.

PROPOSALS FOR DREDGING.—U. S. Engineer Office, Duluth, Minn., January 31, 1898. Sealed proposals for dredging in Portage Lake Ship Canals, Keweenaw Point, Mich., will be received here until noon, February 28, 1898, and then publicly opened. Information furnished on application. CLINTON B. SEARS, Major, Eng'rs.

5-8

Queen City Hydraulic Steerer.



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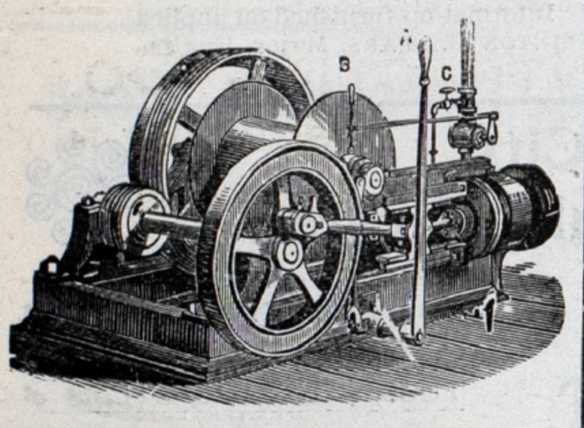

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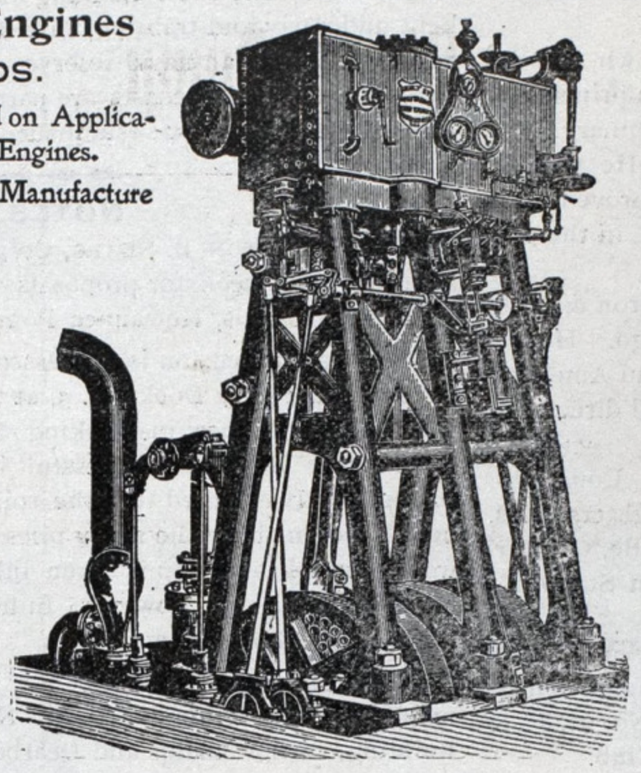

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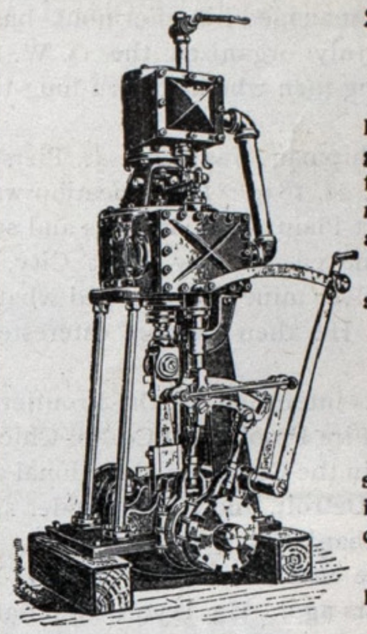

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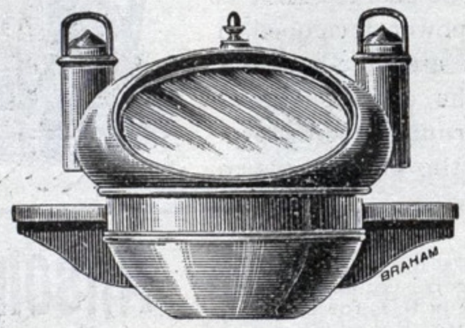

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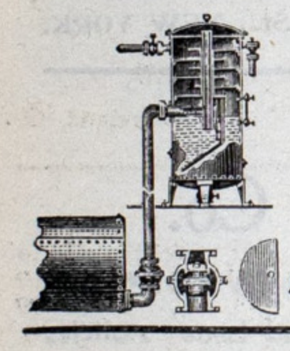

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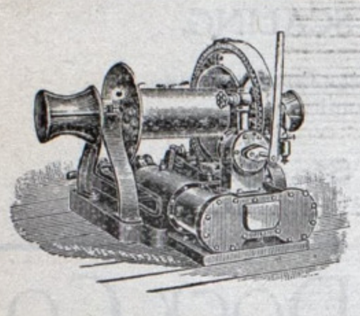

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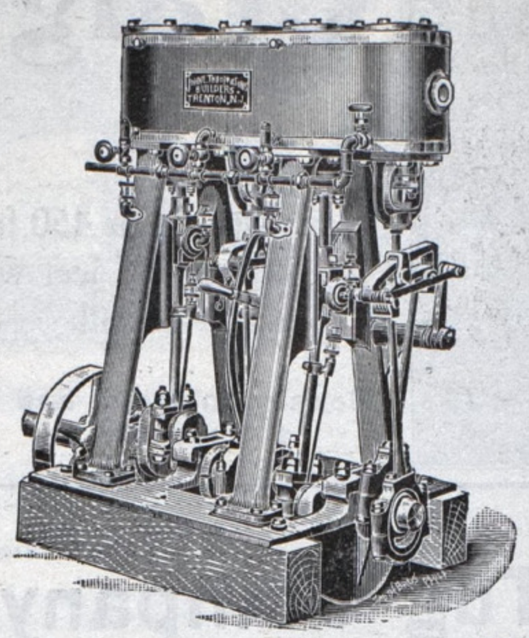

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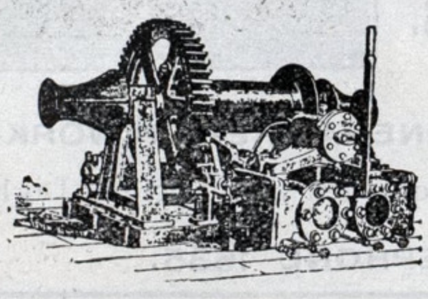

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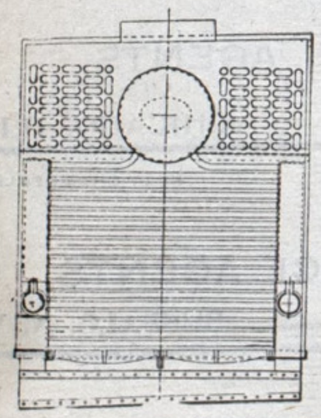

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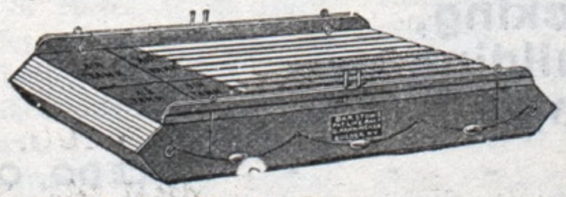

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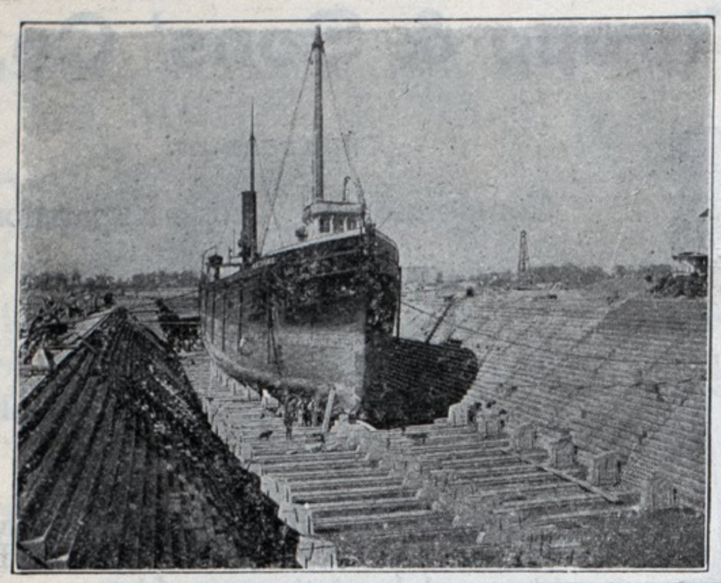

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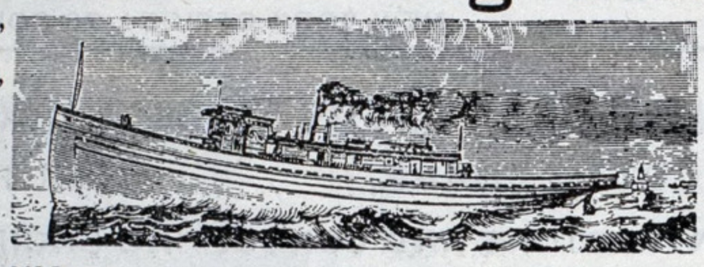

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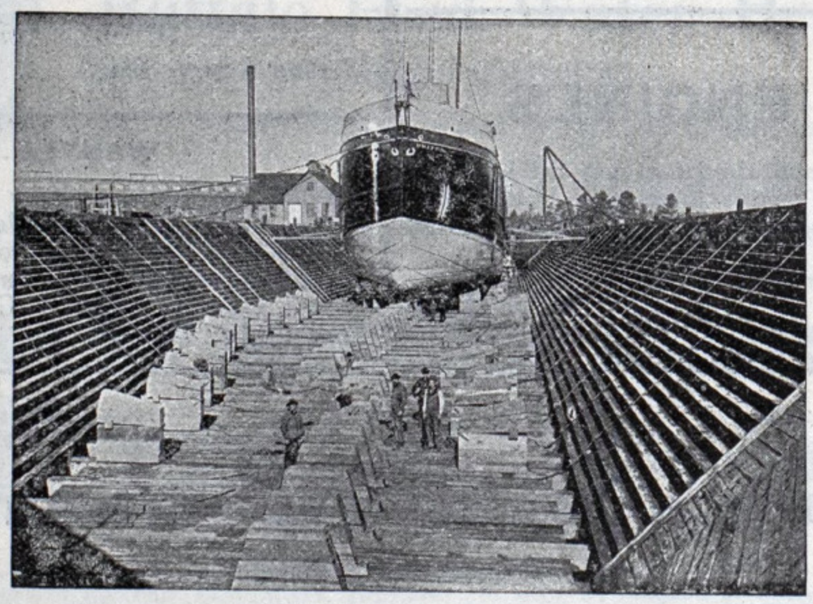

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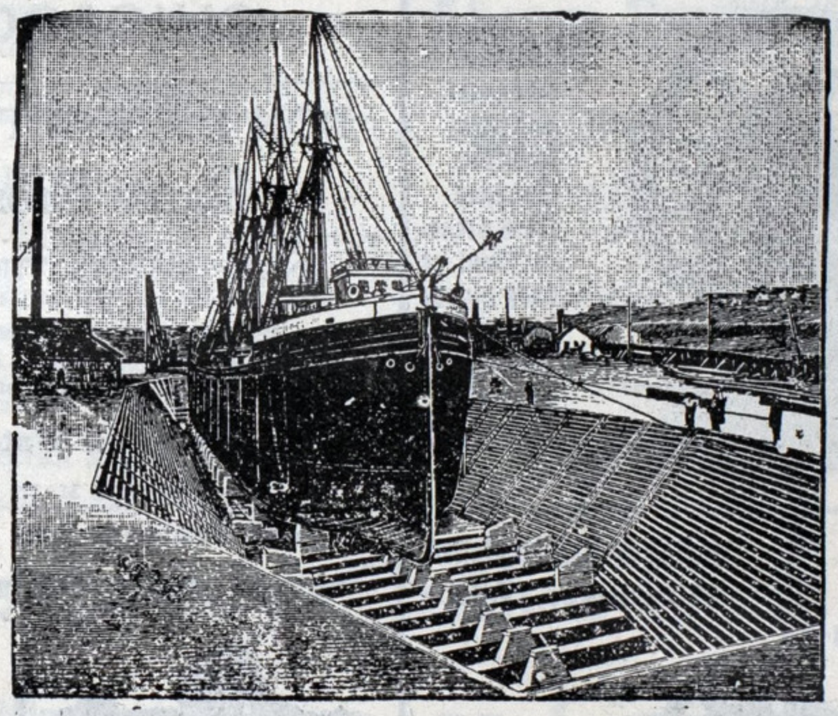

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